

## BAD WRECK

On the Pittsburgh and Western Railroad at Valencia, Pa.

More Than a Score of Passengers Injured, Many of Whom Will Die.

Two Freight Trains Come Together, and Before the Passenger Could Be Flung Into the Wreck—List of the Injured.

PITTSBURGH, Pa., Aug. 25.—The through express train from Chicago, on the Pittsburgh and Western railroad, was wrecked at Valencia, a small station 40 miles west of here, at 11:30 o'clock Monday, and more than a score of passengers were injured, four of whom may die. Just before the passenger train reached that place there was a collision of freight trains which threw a number of freight cars onto the main track, and the express train, coming along at the rate of 30 miles an hour, plunged into the wrecked freight cars. Nearly every car of the express was wrecked, and the escape of the passengers from instant death is remarkable. The following is a list of the injured:

Mrs. W. B. Marsh, aged 50 years, of Talmage, O., compound fracture of the frontal bone, skull fractured, will probably die.

John Curry, aged 40 years, a farmer of Pleasant Hill, Pa., lower jaw fractured, throat cut and scalp cut; will die.

Mrs. J. W. Morse, aged 36, of Lodi, O., lower jaw, cheek bone and collar bone fractured and wrist injured; recovery doubtful.

Miss Maud Bennett, aged 19 years, Allegheny, Pa., serious contusions of left temple, nose cut and bruised.

Mark Bennett, aged 11 years, same address, head cut and face bruised.

Walter Smith, aged 18 years, a news agent of Akron, O., scalp wound.

Mrs. E. M. Cramer, aged 35, of Apollo, serious scalp wounds.

Belle Cramer, aged 11, head hurt and may be injured internally.

Johnny Cramer, aged 8, slight scalp wounds.

Grant Culbert, Allegheny, Pa., right forearm fractured, face and scalp wounded. He was stealing a ride on one of the freight trains.

D. B. Schantz, a carpenter, of Harmony, Pa., scalp wounds and spinal cord injured; not serious.

G. D. Huston, telegraph operator of New Castle, Pa., bad scalp wound and burned on right arm.

E. J. Smith, fireman, of Beaver Falls, Pa., scalp wound and ankle sprained.

J. H. Weakerling, telegraph operator, of New Castle, Pa., leg bruised and scalp wound.

Miss Jennie Smith, of Verona, Pa., face and head badly cut.

J. C. Miller, Hazlewood, Pa., engineer of Chicago express, legs badly squeezed.

Z. L. Gray, express messenger, of Allegheny, Pa., nose broken and hand and wrist injured.

Dr. J. L. Tierney, of Sharpsburg, Pa., serious scalp wound.

J. Edward Crill, baggage-master of Chicago express, side and face injured.

Mrs. C. F. Hyle, of Evans City, Pa., head badly cut and badly bruised.

J. W. McMillin, engineer, Bennett, Pa., both feet crushed.

Charles Smith, fireman, of Bennett, Pa., ankle sprained and head badly cut.

The injured were brought to the Allegheny general hospital by a special train.

The Chicago express train does not stop at Valencia and was running at the rate of about 40 miles an hour when the engineer first discovered the obstruction on the tracks.

The engineer reversed and applied the brakes, but, though the speed of the express was diminished somewhat, it struck the freight cars on the main track with frightful force, and freight cars and engine rolled in a great mass of torn wood and iron over an embankment into the ditch below.

The engineer and fireman of the express, when they saw that a collision was inevitable, jumped and escaped with severe injuries. The tender, mail, express and passenger coaches piled up over each other and rolled down the embankment on the wrecked engine and freight cars. Clouds of steam and smoke from the disabled engine enveloped the scene and added to the distress of the injured pinioned in the wreck, who feared the debris would take fire and burn them alive.

Meanwhile those of the express crew and passenger, who were not injured, the crew of the freight train and the people of Valencia, who were near at hand when the accident occurred, rushed to the aid of the injured, and a special train with surgeons was at once dispatched from Allegheny to the scene of the wreck.

Don't Know Anything About It.

SAN FRANCISCO, Aug. 25.—Andrew Furuseth, secretary of the Pacific Coast Seamen's union, says that the dispatch from New York, stating that a general strike of seamen throughout the world was contemplated, is wholly untrue as regards American sailors.

He is entirely ignorant of any such movement and expresses the belief that American seamen would not be affected by strikes in Europe, were such to occur.

To Issue Another Decree.

MADRID, Aug. 25.—A dispatch from Havana says that Capt. Gen. Weyler, having learned that a number of planters in Cuba had made arrangements to pay the insurgents certain sums of money in order that they shall not be interfered with in the work of gathering their cotton crop, is about to issue a decree ordering a suspension of the gathering of the crop.

Southern Rate War.

BALTIMORE, Aug. 25.—The Bay line Monday met the cut in southern rates made by the York River line Saturday, and further announced that it would meet any subsequent reduction, no matter how low it might be.

## A RECEIVER

Appointed For the Louisville, New Albany & Chicago Railroad.

INDIANAPOLIS, Ind., Aug. 25.—Suit was filed in the United States circuit court here Monday asking that a receiver be appointed for the Louisville, New Albany & Chicago railroad, better known as the Monon system. Rumors had been flying thick and fast in railroad circles during the past week, to the effect that the Monon was being pressed and was liable to go into receivership, but the reports were denied by the Monon officials as rapidly as they bobbed up.

Monday morning Judge Woods came down from Chicago and his appearance was a signal for a fresh outbreak of the rumors. These were confirmed when, shortly after noon, a receivership suit was filed by John T. Mills, Jr., of New York, by his attorney, Harry Crawford, of Chicago.

After stating that the company operated 337 miles of road, from Chicago to Louisville, the complaint says that the company has a lease for 99 years of the Chicago & Western Indiana railroad, on which, it alleges, the Monon owes \$1,000,000. The other indebtedness of the road is alleged to be \$3,000,000 in 6 per cent. bonds secured by first mortgage on the main line, \$2,300,000 in 6 per cent. bonds secured by first mortgage on the western branch; \$4,700,000 in 6 per cent. consolidated bonds secured by a mortgage upon the entire railroad system, \$3,000,000 of 5 per cent. bonds, secured by a lien upon the entire system and \$1,000,000 of 5 per cent. equipment bonds, secured by first mortgage upon equipments, etc. It is then alleged that in 1889 and '90, the board of directors without authority from the stockholders and contrary to law, placed upon each of the \$1,185,000 6 per cent. first mortgage bonds, endorsements signed by the defendant to guarantee to the bondholders the payment of the principal and interest of such bonds. It is also alleged that the earnings for the year have fallen short \$90,000 per month as compared with former years, that dangerous litigation is threatened in three states because of the Monon's inability to meet its obligations, and that unless the court takes prompt custody of the road, suits will be brought, attachments issued, the rights of bondholders imperiled and the earning ability of the road greatly diminished.

Judge Woods, without a hearing, signed an order appointing Wm. McDoel, of Chicago, receiver. Mr. Mills, the plaintiff, already has a heavy judgment against the road. Mr. McDoel's bond was placed at \$100,000.

An answer was filed by E. C. Field, for the company. None of the allegations are denied, the railroad "throwing itself on the mercy of the court."

A DRIFTING MATCH

Will Likely be the Result of the International Yacht Race at Toledo—No Wind.

TOLEDO, O., Aug. 25.—The day for the opening of the international yacht race, between Vencador, of the Lincoln Park Yacht club, of Chicago, and Canada, of the Royal Canadian Yacht club, Toronto, broke with a clear sky, warm air and a light breeze—conditions pleasant for the sight-seeing thousands but not favorable to a smart race.

The wind was variable all morning, shifting frequently to all points of the compass. At this rate the race will be slow and the bureau's forecast is for a continuance of light wind Tuesday.

The yachts started on time at 12:40. Vencador slightly in the lead. Wind hardly strong enough to fill sails but freshening up.

At 3:40 p. m. the Vencador was far behind and becalmed. The Canada is creeping toward the second stake and is getting the benefit of a little breeze a mile ahead of the Vencador, which has not even got steerage way. The wind may freshen in half an hour or so, but it will be too late to make a race. At 4 p. m. the race was declared off.

THE CRETAN TROUBLE.

The Porte Willing to Accept Count Goluchowski's Plan for Its Settlement.

ATHENS, Aug. 25.—The Porte has signified its willingness to accept the terms of the proposal for the settlement of the Cretan troubles which originated with Count Goluchowski, Austrian minister of foreign affairs.

The proposal is that Turkey grant to Crete a new constitution, the main features of which are the appointment of a Christian governor, and the establishment of Cretan financial autonomy with the payment of tribute to the sultan under the general guarantee of the European powers, the amount of tribute to be paid annually to be based upon the ratio of revenues of the island. The terms of the proposal were also submitted on Friday to the Christian deputies of Crete by the foreign consuls at Candia, and a majority of the deputies have signified their adherence to its conditions.

Visitors to Democratic Headquarters.

CHICAGO, Aug. 25.—Gov. Stone, of Missouri, stopped over on his way home from the east Monday afternoon and spent three hours in earnest conference with Chairman Jones at the democratic national headquarters. The political situation was thoroughly canvassed, but no details were given out as to the matters considered.

D. F. Shively, democratic nominee for governor of Indiana, accompanied by Mr. Fanning, candidate for auditor on the same ticket, and Senator Leon Bailey, of Indianapolis, also called at headquarters.

Other visitors were Secretary of State Harrison, of Illinois; Geo. A. Warner, of Ohio, president of the American Bimetallism union, and J. A. Greighton, of Omaha, a member of the Bryan notification committee, now on his way home.

Secretary Walsh, of the national committee, arrived here Monday.

Re-inforcements for Cuba.

BARCELONA, Aug. 25.—The first batch of re-inforcements for the Spanish forces in Cuba to be sent from here sailed for the island Monday.

ONLY 118 divorces have been granted in Canada during the last 30 years.

## AN ADDRESS,

Issued by President Warner, of the Bimetallism Union,

To the Friends of Bimetallism in the United States.

"By Far the Best Method of Diffusing Education Upon This Subject is Through the Medium of Clubs and Leagues or Unions" So It Declares.

CHICAGO, Aug. 25.—President Warner, of the American Bimetallism union, Monday night issued an address "To the friends of bimetallism in the United States."

He reviews the situation from a point of view favorable to free coinage and says the question should be carefully studied by every voter before he casts his ballot. "This can not be done," says the address, "through the medium of ordinary daily newspapers, for as a rule they are filled with catch phrases and appeals to special interest that are simply intended to prejudice and mislead."

"By far the best method of diffusing education upon this subject," declares the address, "is through the medium of clubs and leagues or unions. Such organizations bring the voters together in compact bodies and enable them to collectively obtain at nominal rates the very best literature extant. This in turn leads to discussions, not only by speakers from the platform but between individuals. As a result the chaff is separated from the solid grain, the essential and material matter is sifted out of a great mass that really does not touch the essence of the question at all. The great contest is now on and it can only be settled at the polls. To the end that the decision may be right, the American Bimetallism union strongly urges the formation of silver clubs and leagues in every state, county, city, town and school district in the union."

President Warner pledges his organization to aid in the work of organization and education to the best of its ability, providing free such literature as can be so furnished and all that necessarily involves expense will be provided at cost.

HOKE SMITH'S SUCCESSOR.

David R. Francis, of Missouri, Appointed by the President—Short Sketch of His Life.

BUZZARD'S BAY, Mass., Aug. 25.—President Cleveland announced Monday night that David R. Francis, ex-governor of Missouri, had been appointed secretary of the interior, vice Hoke Smith, resigned, and that he will assume the duties of his office September 1.

David Howland Francis, the successor of Hoke Smith as secretary of the interior, was born of Scotch-Irish parents in Richmond, Ky., October 1, 1859. Supplementing his common school education in Kentucky, he graduated from Washington university in this city in 1879 with the degree of bachelor of arts. After three years' apprenticeship in commercial life, he organized the D. R. Francis & Co. commission Co., which is still one of the leading firms operating at the Merchants' exchange. In 1892 he was elected vice president of the exchange and the following year was chosen president. He has been a life-long democrat and in 1894 was a delegate to the convention that nominated Mr. Cleveland for president. The following year he was elected mayor of St. Louis by a 1-40 majority, overcoming a former republican majority of 14,000. Long-needed municipal reform flourished under his administration. In 1898 he was elected governor of Missouri by one of the heaviest majorities ever achieved by his party in Missouri, and his wise conduct of the office is still a criterion. Prior to the Chicago convention of this year he was prominent in the ranks of the sound money democrats and took a leading part in the effort to beat back the rising tide of silver agitation. In 1900 Mr. Francis was elected to Miss Jennie Perry, of St. Louis, daughter of John D. Perry, president of the Laclede national bank. Six boys were born of this union.

RECORD LOWERED.

Earl Bovee, of Binghamton, N. Y., Lowered the World's Amateur Record One-Fifth of a Second.

BINGHAMTON, N. Y., Aug. 25.—Over 3,000 people saw Earl Bovee, of this city, lower the world's amateur competitive record for two-thirds of a mile from 1:25 1-5 to 1:23, at the national circuit races at the Binghamton Athletic association grounds here Monday.

The professional riders displayed a tendency to loaf in the trial heats, although the time in the finals was fairly good. Summaries:

Two-thirds mile, open, amateur—Earl Bovee, Binghamton, won. Time—1:23.

One mile, open, professional—Zeigler won; McDonald, second; Martens, third. Time—2:11 5-8.

One mile, city-city championship—Earl Bovee won. Time—2:15 3-5.

Two mile, handicap, professional—Kennedy won; Maya, second; Bigby, third. Time—4:38 2-5.

One mile, handicap, amateur—G. E. Tenney, of Richfield Springs, won. Time—2:14 1-5.

Old Soldier Drops Dead.

HOT SPRINGS, S. D., Aug. 25.—Gen. Thomas H. Haffley dropped dead from heart disease here Monday. He was about sixty years of age. He was commissioned adjutant general of the Fourteenth army corps by President Lincoln, was mayor of the city of Memphis, Tenn., and also military governor of the city of New Orleans.

Andree Abandons His North Pole Trip.

THOMSON, Norway, Aug. 25.—Prof. Andree has arrived here from Dane's Island, Spitzbergen, on board the Virgo. He has abandoned for this year his idea of crossing the Arctic region in a balloon, the season having become too far advanced to justify an ascension.

Cruiser Brooklyn at Boston.

BOSTON, Aug. 25.—The new cruiser Brooklyn which arrived below Boston Light Sunday night left her anchorage at 9:30 Monday morning for her preliminary run over the trial course.

Renominated for Congress.

SCHENCKEL, N. Y., Aug. 25.—David E. Wilbur was unanimously renominated for congress from the Twenty-first republican district convention in this city.

## CONDENSED N WS

Gathered From All Parts of the Country by Telegraph.

The treasury gold reserve declined Monday to \$102,649,369. The day's withdrawals at New York were \$241,000.

The formal order has been issued dismissing Capt. Mitchell F. Jamar, Fourteenth infantry, from the army, to take effect August 27.

The English government will issue another—the third—blue book on the Venezuelan question on Friday next. The book will deal especially with the Schomburgk line.

The president Monday appointed Levi T. Griffin pension agent at Detroit, Mich. Mr. Griffin is an ex-member of congress of that state, and succeeds Harrison D. Wheeler, deceased.

Orders have been issued to the four troops of cavalry, with the mounted band, stationed at Ft. Myer, opposite this city, to leave for New York Wednesday morning by train to take part in the parade in honor of Li Hung Chang.

A dispatch from Cumberland, Md., says: The Bedford Springs, composing the noted resort at Bedford, Pa., are to be sold by the sheriff, in consequence of default of payment of interest and mortgage of the Anderson heirs for \$210,000.

At San Pedro, Cal., Monday morning Robert C. Johnson, a ship's cook, shot and killed Mrs. C. S. Lane, his divorced wife, whom he had hounded since she left him, and then killed himself. Mrs. Lane was re-married only two months ago.

Unable to meet its obligations in the clearance house Saturday, the Haymarket Produce bank, Chicago, early Monday morning, made an assignment to Chas. L. Boyd. According to the assignee, the liabilities are about \$160,000 and assets about the same.

Secretary Hoke Smith will sever his connection with the interior department on Saturday next, the 29th of August. He will devote this week to clearing up "odds and ends" and finally disposing of such departmental work as has been prepared under his direction and is ready for his signature.

W. N. Winans, a well-known dry goods dealer, of Detroit, Mich., committed suicide at 3 o'clock Monday afternoon. He hired a rowboat, rowed out on the river and jumped into the river. The body was recovered. Winans was in financial trouble. He was about forty years of age and leaves a widow and one son.

Charles Jenkins, alias John Clare, one of the most notorious bank and post office burglars in the country, died in the Long Island college hospital Monday morning as the result of a wound received while attempting to rob the post office and general store of Walker B. Adams, at Bedford Station, N. Y., last Wednesday night.

A special commission has been appointed by the Spanish government to inquire into the matter of the conspiracy aiming at the separation of the Philippine islands from the kingdom of Spain, which was recently discovered at Manila, and is believed to have been organized by a committee of Philippine refugees in Hong Kong having relations with the Cuban rebels.

Contracts Awarded.

WASHINGTON, Aug. 25.—The commissioner of Indian affairs Monday awarded the contracts for erecting agency buildings at the Rosebud and Pine Ridge Indian agencies to Owen & Hill, of Minneapolis, Minn. The Rosebud buildings will cost a little over \$48,000 and those at Pine Ridge about \$44,000. The contracts for electric lighting and steam heating plants at the agencies were awarded S. C. Pope, of Chicago, the Rosebud plant to cost \$53,000 and the Pine Ridge \$58,000.

Weather Forecast.

WASHINGTON, Aug. 25.—For Kentucky—Fair, warmer, northerly winds shifting to southerly.

For Ohio and Indiana—Fair, warmer Tuesday; winds shifting to southwesterly and becoming brisk and high on the lakes by Tuesday evening.

THE MARKETS.

CINCINNATI, Aug. 24.

FLOUR—Spring family, \$5.00; 42 1/2; spring family, \$2.40; 250; spring patent, \$3.50; 35; winter patent, \$2.25; 30; fancy, \$2.65; 30; family, \$2.50; extra, \$1.90; 25; low grade, \$1.50; 25; rye, northwestern, \$2.40; 25; do city, \$2.40.

WHEAT—Sales: No. 2 red, track, 55c; CORN—Sales: No. 2 yellow, track, 25c; No. 3 yellow, track, 24c; No. 2 white, track, 24c; No. 2 mixed, track, 24c.

OATS—Sales: No. 2 mixed, white, old, track, 27c; No. 2 mixed, track, 18c; sample, white, track, 18c; sample, white, to arrive, 16c.

HOGS—Select butchers, \$3.35; 40; fair to good packers, \$3.25; 40; fair to good light, \$3.15; 40; common and roughs, \$2.90; 40; CATTLE—Fair to good shippers, \$3.00; 40; good to choice butchers, \$3.75; 40; fair to medium butchers, \$3.10; 40; common, \$2.50; 40.

SHEEP AND LAMBS—Sheep—Extras, \$4.00; 35; good to choice, \$2.25; 25; common to fair, \$1.25; 25; Lamb—Extras, \$3.10; 25; good to choice, \$4.00; 30; common to fair, \$2.50; 25.

VEAL CALVES—Fair to good light, \$5.25; 60; extra, \$5.25; 60; common and large, \$3.50; 60.

WOOL—Unwashed fine merino, 90c; 10c per lb; quarter-blood clothing, 15c; 10c; medium, 14c; and clothing, 12c; 10c; braid, 12c; 10c; medium combing, 14c; 10c; Washed, fine merino, X to XX, 12c; medium clothing, 14c; 10c; delaine fleece, 12c; 10c; long combing, 15c; 10c; quarter-blood and low, 12c; 10c; common coarse, 10c; 10c.

NEW YORK, Aug. 24.

WHEAT—No. 2 red, September, 65c; October, 64c; November, 63c; December, 62c; May, 72c.

CORN—No. 2, September, 54c; October, 53c; December, 52c; May, 51c; No. 2, 50c.

OATS—September, 21c; asked: state, 19c; 30c; western, 19c; 30c.

WHEAT—No. 2 red, cash, 64c; September, 64c; December, 63c; May, 72c; No. 3 red, cash, 61c.

CORN—No. 2 mixed, May, 57c.

OATS—Receipts, 1,000; shipments, 1,000.

CHICAGO, Aug. 24.

Calls on December wheat opened at 64c; sold between 64c and 64c; last price, 64c.

Calls on May corn opened at 30c; sold at 30c; last price, 30c.

INDIANAPOLIS, Aug. 24.

CATTLE—Not enough cattle today to establish a market.

HOGS—Good to choice medium and heavy, \$3.10; 40; mixed, \$3.00; 40; good to choice light, \$2.90; 40; last price, 29c.

MARKET—Market steady; no quotable change in market.



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INAUGURATED May 24

THE SCHEDULE.

Leave Cincinnati..... 9:00 a. m. 9:15 p. m.  
Arrive Toledo..... 1:25 p. m. 8:55 a. m.  
Arrive Detroit..... 3:45 p. m. 6:15 a. m.

Through Coaches and Parlor-cars on day trains. Through Coaches, Wagner Sleeping-cars Cincinnati to Toledo and Cincinnati to Detroit on night trains. The new service between Cincinnati, Toledo and Detroit is

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